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Cuts Heat Bill One-Half.
NO SMOKE—NO ODOR—
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Burns no more oil, gives six times as much heat and outlasts six of the common kind. Body made of Russian iron; nickel-plated cast-iron trimmings; solid brass oil reservoir; double wick safety burner.



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Old Reliable Miller Ranges
The best ranges on the market. Lasts a lifetime. Extra parts. Call or write about Miller Ranges.

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DECORATE BOY SCOUTS FOR STAMP CAMPAIGN

Six Boy Scouts walked proudly from Scout headquarters after the meeting of the court of honor Friday afternoon. On their breasts they bore tangible proof of their work in the war savings stamp drive. Each boy wore the medal of an ace, with one star, indicating that he had sold \$250 or more in war savings stamps to at least 25 persons.

The boys were: H. P. Nally, Troop No. 2; Thomas Barnes, Troop No. 2; W. Munding, Troop No. 21; Fred Weiss, Troop No. 11; C. Marmaine, Troop No. 14; and Joseph Condon, Troop No. 28.

DRUMMERS ACTIVE.

The newly organized Boy Scout drum corps, under Capt. W. H. Walcott, performed its first patriotic duty Thursday night. A troop of 23 marine volunteers who were enroute from Memphis, were conducted to the station by 40 members of the drum corps, all fully equipped with instruments.

BOLDEN MAKES BOND.

Charles Bolden, negro barber held by federal officers on a charge of having a mail sack in his possession, made a \$500 bond Friday before Commissioner Poole. He will be given a preliminary hearing Thursday.

DARING RIDING IS PART OF TRAINING OVERSEAS WORK

Red-Blooded American Youths in Red Cross Ambulance Service Do Daredevil Stunts Preparatory to Sailing.

CHICAGO, Nov. 8.—Hair-raising riding at midnight over "No Man's Land," simulated four times from Chicago's Loop district, form a part of the training at Camp Scott, the Red Cross station, which has guaranteed to send 1,300 expert ambulance and truck drivers to France and Italy before Jan. 1.

The camp, which is the only Red Cross branch ever placed under military discipline in America, sprang into life almost overnight. Residents blundered and rubbed their eyes as the little city of white tents flared up in their midst and the summer section of a famous pleasure resort was given over as barracks.

It was less than two months ago that Maj. H. P. Harding, now commander at Camp Scott, was summoned to Washington by Red Cross officials, who had just received an S. O. S. call from France and Italy for drivers.

"Eighteen hundred by Jan. 1," came the call.

"It can't be done," some experts said. "It can be done," Maj. Harding retorted, and set out to do it.

Army officers expert in the work were detailed to race the recruits through the intensive course of one month, after which they are ready for overseas service. In seven weeks one-third of the required number were either overseas or getting final instructions as mechanics, drivers and soldiers.

Of the 70,000 Red Cross drivers now on the battle fronts of Europe, only the men turned out from this camp will receive pay. They get \$20 a month while training and \$40 a month after embarking. They have the same status as privates in the army and are commissioned lieutenants when able to take over an ambulance in France.

Men from 18 to 35 are eligible, except those in class one. Two other camps soon will be established, one in the East and one in the far West.

The recruits, who include former boys, military action, business men of means and grocer clerks, have had at least one year in driving a car.

In one week they are given as much military drilling as was formerly received in the state militia in a year, officers said. The second week they are "furnished out" for expert mechanical work in big auto shops; the third week they are given further military training and during the fourth week they drive over the shell-gashed trails of the miniature No Man's Land. Night driving is the final test.

A study led from the north woods of Wisconsin was summoned to test his skill. He climbed onto the seat of "Maude," the camp's most pliant and temperamental car, stepped on the gas and the car began dancing over the rugged trail of mud, down into gullies and over 10-foot bumps the car raced, sometimes on four wheels, more often on two. Finally came the hill test, an incline sharper than a staircase.

A hop, skip and jump and Maude had topped the rise, where she stopped but a minute before plunging down the other side and standing on tiptoe in the mud with back wheels humming in midair.

Calmly enough the lad held his seat and brought the car to a stop in readiness for the final test—shell craters.

Maude crept forward cautiously and poked her nose along the brink of the precipice. For a brief moment she paused. Then with a grunt and a snort she suddenly did a standing broad jump to the opposite side.

"Beautiful," chuckled an officer in admiration.

"Look," grumbled a rookie with a bandaged head who had failed the preceding day.

"For the red-blooded boys who were quick action and a chance to be in Europe in six weeks from now the unusual camp offers unprecedented opportunity," said the officer. "We need 1,300 more men at once. And we'll get them."

BRITISH AVIATOR "STRAFKING" HUN POISON GAS PLANT

LONDON, Nov. 8. (Correspondence of the Associated Press.)—The British poison gas plant at Mannheim, in the Rhine valley, in a day, the object of "strafing" by the British airmen. Three consecutive raids upon it by night have extensively damaged it. The raiders' bombs partly destroyed the sulphuric acid and nitric vitriol factory and the machine department. Other buildings in the plant were wrecked.

The other factories at Mannheim have been heavily bombed 11 times. A heavy death roll has attended numerous air attacks on Cologne, a Cologne, where the Germans are being heavily repaid in their own air for their murderous work on London and Paris. The factories and rail station at Saarbrücken have been bombed 10 times by the British. Karlsruhe, five miles from Frankfurt-on-the-Main, three times, and Stuttgart and Zweibrücken twice.

Most of the air attacks in the Rhine province have been directed against the key railway centers, notably those at Thionville and Metz-Sarion. The famous railway triangle at Metz-Sarion and the junction at Thionville have been raided 46 times. Photographs taken by the British airmen confirm the extent and magnitude of the damage done.

War traffic through Metz-Sarion has been materially reduced as a result of the frequent raids at a time when quick and regular transport of munitions was vital to Germany's military needs.

The big industrial centers on the Rhine contain, in addition to important railway junctions, some of the largest munition, poison gas and electrical plants in Western Germany. These military objectives have been attacked repeatedly with marked effect.

WON'T BE CANDIDATE FOR RE-ELECTION

SPRINGFIELD, Ill., Nov. 8.—John H. Walker, president of the Illinois Federation of Labor, will not be a candidate for re-election in November when elections of the state labor body vote on officers for the coming year. Mr. Walker announced that he will not run for re-election. He was elected president of the Federation of Laborers of America. He was elected for the place two years ago by 16,000 votes. He is now engaged in the federal fuel administration.

Opponent of Walker for the presidency of the Federation of Labor is John J. Hayes, of Indianapolis, incumbent, who assumed the duties of the office when President White resigned to serve as an aid to the government.

After the state convention of the Illinois Federation Oct. 21 at Bloomington, ballots will be sent out and the election will be conducted by mail. Ballots must be returned by Dec. 10, and officers will enter upon their work Jan. 1.

Other candidates nominated by mailed ballots for president are John P. McGrath and Duncan McDonald, of Springfield; Frank L. Mercer, of Canton; Matthew Wolf, of Chicago; and Paul J. Smith, of Southern Illinois. McGrath has declined, however, to run for president, and will be a candidate for vice-president.

Robert Fitchie, of the milk wagon drivers of Chicago, also is a candidate for vice-president.

Waffles.

Sift together two cups flour, one-quarter teaspoon salt, one-half teaspoon sugar (or syrup), one teaspoon baking powder. Put in large tablespoon butter or substitute. Add one egg, white and yolk, beaten separately, and add sufficient milk for thin batter. Cook in hot greased waffle irons. Serves two adults and two children.

Baked apples or apple sauce and coffee complete a nice lunch.

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Seldom advertised or discussed, yet more important than sizing and one step higher than a good fit, is the consciousness that a garment feels right when you put it on! That's what a man gets in

Phil A. Halle Quality Clothes

They have a sort of hang-up-your-hat-and-stick-around quality about them—that fit like a hand-shake—you've simply got to get into them to get on to them!

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Mail Orders Given Prompt Attention.

Keep Your "Weather Eye" Peeled For a Break, Mr. Hunter!

When the mild wind hauls into the North and the frost rim-cuts a keen edge down country, rack up, Brother, shut the desk, grab the old "smoke wagon" and beat it for the first train to the "shack!" They're on their way! Mallards, Sprigs, Teal, Gray Ducks, Red Heads, Puddlers and Divers, the whole family of squawkers and honkers, including brother coot!

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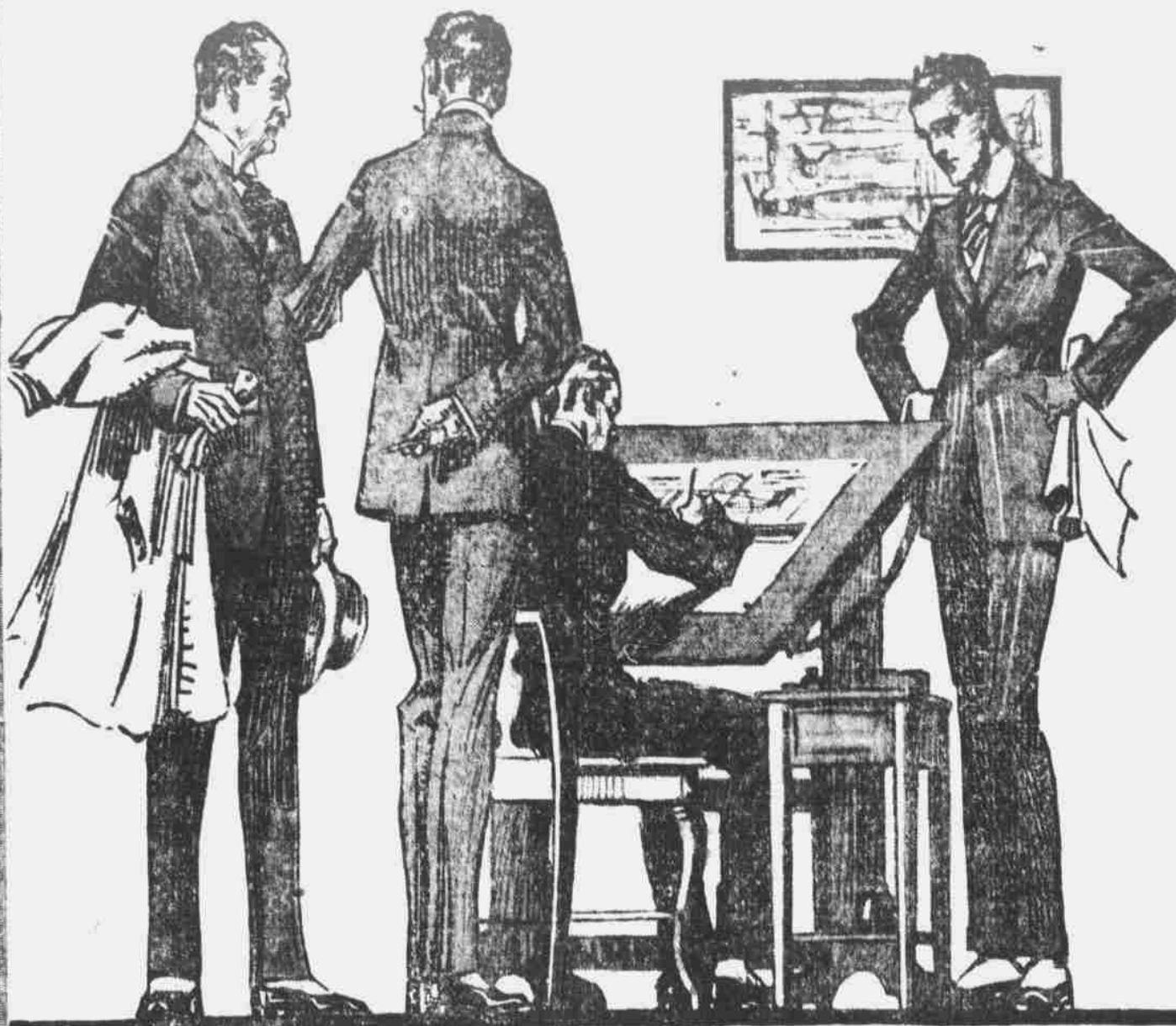
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You take no risk when buying these fine clothes; their high quality standard has been maintained regardless of conditions. Strictly pure wool or wool and silk fabrics—absolutely no other kinds—all colors fast—with the high character of tailoring and designing developed to the highest point of attainment. Such clothes fulfill our government's earnest appeals of conservation. In their long and satisfactory service to the wearer they conserve wool and labor for the government, while economizing for you in your clothing outlays, costing less per month than inferior stuff at an inconsiderable difference in price. The enormous business we are doing is indisputable evidence that the majority of clothes buyers appreciate the greater advantage to them in buying Hart Schaffner & Marx clothes.

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A wealth of new ideas in beautiful fabrics, designs, patterns, colorings—styled in original and refined models. Svelt-waist styles, the smart fashion of the hour; military styles in many variations; English patch pocket styles; crescent belt and trench pocket ideas. Young men and men who want to stay young will admire the way they look in these smartly styled clothes. None to compare with them at—
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The most refined styles and models, characteristically designed and tailored by Hart Schaffner & Marx; strictly custom tailored clothes at a big saving of the tailor's prices. Finest worsteds, unfinished textures, silk and worsted mixtures, finest Scotch tweeds and homespun, finest Irish tweeds; elegant vicunas, velours and cassimeres. We will accurately fit extra tall, extra stout, extra short men, as well as men of all regular builds. Greatest of clothes value, dollar for dollar, at—
\$25, \$30, \$35, \$40, \$45, \$50, \$55, \$60, \$70.

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Thousands of them here, in a hundred different models and sorts. Chesterfields, great coats, full draped back models, fitted and semi-fitted styles, belt back, box coats and military models in the richest fabrics and pattern treatment. Crombies, Carr meltons and kerseys, chinchillas, montagnas, Scotch friezes, novelty mixtures and fancy back fabrics, each evidencing style and tailoring superiority which so deservedly have established the enviable world-wide prestige of Hart Schaffner & Marx Overcoats over every other make; each presenting quality and value inducements at—

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